IN THE SPECIFICATION

Please amend the paragraph beginning at line 10 of page 1, as follows:

There is no denying the ease and efficiency an electric vehicle represents. Electric motors are efficient and quiet. Batteries can be recharged when diurnal demands on the ~~gird~~ grid are lowest. An electric vehicle is essentially off when idle, and then seamlessly back on again when needed. Required maintenance is minimal. And electric vehicles emit no exhaust of any form.

Please amend the paragraph beginning at line 5 of page 4, as follows:

These and other objects are satisfied by a fuel cell hybrid vehicle utilizing flooded aqueous batteries operatively coupled to a fuel cell stack, an electric drive motor, and an integrated watering system, the integrated watering system comprising: a heat exchanger configured to extract water from exhaust air from the fuel cell stack; a reservoir, operatively connected to store the water; a sensor, operatively connected to generate a signal based on the flooded aqueous batteries' electrolyte level; a pump, operatively connected to the reservoir and the flooded aqueous batteries; and a controller, operatively connected to receive and evaluate the signal from the sensor and actuate the pump to move water from the reservoir to the flooded aqueous batteries

Please amend the paragraph beginning at line 1 of page 6, as follows:

The converter 20 may be any type of current/voltage converter desired, such as a DC/DC converter or a DC/AC converter that converts the voltage from high to low or low to high depending on the specifics of the individual system (these requirements can be based on the type of drive motor 50, the overall voltage and chemistry of the battery pack 30, as well as other vehicle equipment such as pumps, controllers, etc.). In addition, while the converter 20 is illustrated as connected directly to the traction ~~battery~~ batteries 30, it may be more convenient to connect an additional converter (not shown) in the lines 15 between the converter 20 and the battery 30.

Please amend the paragraph beginning at line 5 of page 7, as follows:

The integrated watering system of the present invention involves a water reservoir 60, a water pump 61, a de-ionizing filter 62, an electrolyte level sensor 63, diastolic pump 64, and a system controller 100. As discussed above, the water level in the water reservoir 60 is maintained with condensate from the fuel cell stack 10. The pumps 61, 64, and the de-ionizing filter 62 may be located at any convenient point along the water lines 14. The electrolyte level sensor 63 may be any known type of level sensor such as optical, electronic, mechanical, or a combination thereof. The system controller 100 may be configured to only control the watering system, to control other vehicle systems and the watering system, or to control and integrate all the vehicle systems. In operation, when the electrolyte level sensor(s) 63 returns a signal to the system controller 100 via signal connections 17, the system controller actuates the pumps 61, 64 (via control connections not shown) to draw an appropriate amount of water from the reservoir 60, de-ionize it via the de-ionizing filter 62, and add this water to the battery 30 to bring the electrolyte level/concentration to the desired level. Additionally illustrated in Figure 1 are humidifiers 11 and an overflow reservoir 70. The humidifiers 11 are connected to the water reservoir 60 and placed to permit the addition of water vapor to the hydrogen stream 80 and the air stream 90 by drawing de-ionized through water line 14 from the reservoir 60. (The addition of water vapor increases the efficiency of the oxidation of the hydrogen fuel in the fuel cell stack.) Operation of the humidifiers 11 may be monitored by appropriate moisture sensors 12 and controlled by the system controller 100 or other controller(s), such as optional second controller 100a.

Controllers 100, 100a alternatively are integrated .